

# LAKE GEORGE FIRE DEPARTMENT

P.O. Box 828  
Lake George, New York  
12845

December 11, 2005

Mariette Burer  
Survival Factors Group Chairman  
National Transportation Safety Board  
490 L' Enfant Plaza East, S.W.  
Washington, DC 20594-2000

Ms. Burer:

Please find the following information you requested. I have answered all the question to the very best of my ability. I hope this will help close out this incident for you and for us. It has been one of the hardest times I have ever had to deal with in the fire service.

All the people from my department that were involved are doing fine now. We still offer help to those who may need it in the future. I'm sure you know as well as I do these wounds take a long time to heal but it will one day. If you have any questions please call me and I will help all that I can.

(R)

Bruce Kilburn  
Chief LGFD  
179 Ottawa Street  
Lake George N.Y. 12845

# LAKE GEORGE FIRE DEPARTMENT

P.O. Box 828  
Lake George, New York  
12845

## Ethan Allen Information

### 1. Protocols for water responses at Lake George.

Please see the attached copy of our protocols for water responses on Lake George. These were followed as we always do to best of our abilities.

### 2. Protocols for Mass Casualty Incidents.

We use the NYSDOH Document to best of our abilities for this type incident. We also do some in house training on this subject.

### 3. Incident Action Plan along with Operational Period

Operational period began at 14:56 hours and lasted until 21:22 hours. Within this time period we stated with our water operation plan as our protocol. We then moved into a Mass Casualty mode when we arrived on the scene and saw what had happened and the number of people involved. At which time Warren County Dispatch was advised and told we needed additional help.

### 4. Incident Command Post & Staging Areas including Helo Locations

Command post was setup on the front lawn of a private residence on Cramer Point Rd. The IC who was wearing an IC bib identified the command post. Staging for incoming ambulances and medical people were set up my EMS command On trinity rock road and called in as needed due to the small working area. Helo landing site was set up by Landing zone (LZ) command at Green Harbor Beach. This was about ¼ mile from the command post. Operations were conducted on Lake George fire Ops frequency and EMS 715.

### 5. Unified Command

This didn't happen by the book but all operational commands did report back to the IC from time to time with briefings and updates. And by radio and face to face as needed.

### 6. Accountability-check-in at incident including all activities/personal involved.

The IC did accountability for the water operation on shore. A fire officer on MR-1 did accountability on the dive operations, which is our dive boat. Other personnel left their ID tags on the trucks they arrived on.

### 7. Initial Briefing and Expectations

The IC to all units in a face to face manor did briefing. They were told what to expect and to report back to the IC at anytime when they needed supplies etc.

8. Length of Assignment. Beginning and End  
The length of assignment lasted from 15:04 hours (our on scene time) until we checked back in service at 21:22 hours. (See NIRS report basic) for times.
9. Command Staff Involved.  
IC: Fire Chief Bruce Kilburn  
Public Information officer: Sheriff Larry Cleveland.  
Safety officer: none assigned.  
Liaison Officer: Marv Lemery County Fire Coordinator
10. Operations Section  
See attendance list Attached.  
Duration times are the same as times mentioned on the attached report.  
Equipment needed and used consisted of blankets, towels, rehab supplies for the patients and sheets to cover those who had died. The total count I don't really know but I would say about 30 to 40 on blankets and sheets and rehab supplies 10 cases of water etc. No total account taken.  
  
Triage Equipment used was located at the command post and used by EMS command. These items included triage tags and bags for personal effects. Paper, clipboards, pens etc. Supplies used to track patients and accountability when transported to hospital as to who went in which ambulance. They were all transported to one hospital in Glens Falls. (Glens Falls Hospital)
11. Communications network established and used.  
The IC set up communications network. We used Lake George Fire Ops freq. to run shore to water ops and to communicate with incoming agencies. EMS and the LZ commands were moved to EMS 715 Freq. Telephone was used as well to cut down on radio traffic. Glens Falls hospital was kept up to date by phone, as was the Warren County Dispatch center. This was also done to keep radio traffic to manageable limit. We could have had better communications with other agency's that were involved if there was common frequency for all to use.
12. Liaison between emergency responders, Red Cross and Clergy.  
A civilian called the Clergy so I was told later. I don't know who that was. I believe the Red Cross was done through the Liaison Officer Marv Lemery's office. But I don't know this as fact.
13. Debriefing conducted for individual as well as entire response group.  
The Upstate Regional CISD Network team was called by Liaison Officer Marv Lemery's office. The team was sent to the lake George Fire station where all people involved in the incident were debriefed and given time to talk about problems and concerns. This as we know is a very important part of the process and must be addressed immediately after any major event of this size. Counseling was offered to anyone who needed it at anytime.

(R)

12-11-05

Bay Ridge Rescue Squad, Inc.  
1109 Ridge Road  
Queensbury, NY 12804

Bolton Volunteer Fire Company, Inc.  
PO Box 1054  
Bolton Landing, NY 12814

Empire Ambulance Service  
PO Box 438  
Cohoes, NY 12047

City of Glens Falls Fire Dept.  
134 Ridge Street  
Glens Falls, NY 12801

Hague Volunteer Fire Dept., Inc.  
PO Box 585, 4 West Hague Rd  
Hague, NY 12836-0585

Lake George Emergency Squad, Inc.  
24 Gage Road  
Lake George, NY 12845

Village of Lake George Fire Dept.  
PO Box 791  
Lake George, NY 12845

Luzerne-Hadley Consolidated Fire District  
PO Box 215  
Lake Luzerne, NY 12846

North Queensbury Rescue Squad, Inc  
PO Box 272  
Cleverdale, NY 12820

North Queensbury Volunteer Fire Co. Inc.  
Box 61  
Cleverdale, NY 12820

North Warren Emergency Squad, Inc.  
PO Box 323  
Chestertown, NY 12817

Queensbury Central Fire Dept.  
Lafayette Street  
Queensbury, NY 12804

Stony Creek Volunteer Fire Co. Inc.  
42 Harrisburg Road  
Stony Creek, NY 12878

Warrensburg Volunteer Fire Co. Inc.  
18 Elm Street, PO Box 371  
Warrensburg, NY 12885

West Glens Falls Emergency Squad, Inc.  
105 Main Street  
Queensbury, NY 12804

Thurman Emergency Medical Services, Inc  
572 High Street; PO Box 114  
Athol, NY 12810

Warrensburg Emergency Medical Services, Inc.  
PO Box 157  
Warrensburg, NY 12885

Bay Ridge Fire Company, Inc.  
1080 Bay Road  
Lake George, NY 12804

Pottersville Volunteer Fire Dept.  
PO Box 281  
Pottersville, NY 12860

West Glens Falls Fire Co #1, Inc.  
33 Luzerne Road  
Queensbury, NY 12804

Johnsburg Emergency Squad  
PO Box 413  
North Creek, NY 12853

7. If any team member is not assigned any specific duty upon arrival at the scene, his/her first task shall be to remove all required equipment and bring it to a designated staging area and he/she shall remain at the staging area until assigned other duties.
8. When the tow sled is to be used all instructions per the "UV-1" shall be followed at all times, such as assembly, storage, vehicle operation, boat operator, line handler/tenders and passenger duties.
9. All equipment that is used shall be cleaned and returned to service in the location that it was taken from by the person that removed it. Each person that uses any equipment shall be responsible to see that the equipment is returned to its proper location.

### **EMERGENCY RESPONSE**

#### **LAKE GEORGE WATERS ONLY:**

1. Upon arrival of personnel to the fire station, two (2) boat operators shall obtain all necessary equipment and respond to the fire department dock then respond with Marine Rescue One to the scene.
2. All Personnel on any boat shall wear a PFD at all times.
3. Rescue 131 shall respond with three (3) rescue divers, One (1) line handler/line tender, one (1) officer and one (1) driver (preferably a non-diver), whenever possible.
4. Utility 134 shall be used as a secondary response vehicle for transportation of additional divers and manpower. The Achilles shall always be towed to the command post unless otherwise indicated by an officer.
5. Rescue 130 shall be used as a response vehicle if Utility 134 is not available for calls in our district only, (out of district the OIC shall be contacted for authorization).
6. Witness interview sheets should be filled out by the first team member or chief officer, on the scene and distributed to the water operations officer upon his arrival.
7. All personnel shall remain with the vehicle that they came in until told otherwise by an incident commander.

8. All personnel, upon arrival to the scene shall wear a personal flotation device (PFD) or a complete wet suit without a weight belt. No member will be allowed within one hundred (100) feet of the scene without a PFD on and buckled.
  9. Upon arrival to the scene, Marine Rescue One, using its' instruments will provide the water operations officer with information on depth, water temperature and other information if applicable. The officers will have complete power to call off the dive operation due to extreme depth or other unfavorable conditions.
-

|          |               |  |            |                             |         |                                |                 |                            |
|----------|---------------|--|------------|-----------------------------|---------|--------------------------------|-----------------|----------------------------|
| <b>A</b> | 57011<br>FDID | Lake George Fire Department<br>Fire Department | NY<br>Stat | 10/02/2005<br>Incident Date | Station | 2005-000253<br>Incident Number | 000<br>Exposure | <b>NFIRS - 1<br/>Basic</b> |
|----------|---------------|--|------------|-----------------------------|---------|--------------------------------|-----------------|----------------------------|

|   |                 |                     |                                   |
|---|-----------------|---------------------|-----------------------------------|
| <b>B Location</b>                         |                 | Census Tract        | 253                               |
| 5 - Adjacent to<br>Address Type           | Number/Milepost | Prefix              | CRAMER POINT<br>Street or Highway |
|   |                 | Street Type         | Suffix                            |
|   | Apt/Suite/Room  | Lake George<br>City | NY 12845-<br>State Zip Code       |
| Cross street or directions, as applicable |                 |                     |                                   |

|  |   |           |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
|--|---|-----------|------|------|-------|------------|-------|----------|------------|-------|---------|------------|-------|------------|------------|-------|-----------|------------|-------|--|------------|--|--|--|--------|----------|-----------|--|
| <b>C Incident Type</b><br>342 - Search for person in water   | <b>E<sub>1</sub> Dates &amp; Times</b><br><table style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Date</td> <td style="text-align: center;">Time</td> </tr> <tr> <td>Alarm</td> <td>10/02/2005</td> <td>14:56</td> </tr> <tr> <td>Time Out</td> <td>10/02/2005</td> <td>15:04</td> </tr> <tr> <td>Arrival</td> <td>10/02/2005</td> <td>15:11</td> </tr> <tr> <td>Controlled</td> <td>10/02/2005</td> <td>21:22</td> </tr> <tr> <td>Last Unit</td> <td>10/02/2005</td> <td>21:22</td> </tr> </table> |           | Date | Time | Alarm | 10/02/2005 | 14:56 | Time Out | 10/02/2005 | 15:04 | Arrival | 10/02/2005 | 15:11 | Controlled | 10/02/2005 | 21:22 | Last Unit | 10/02/2005 | 21:22 | <b>E<sub>2</sub> Shift &amp; Alarms</b><br><table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">3<br/>Shift</td> <td style="width:15%;"></td> <td style="width:15%;"></td> <td style="width:15%;"></td> </tr> <tr> <td>Alarms</td> <td>District</td> <td colspan="2">Alarm Box</td> </tr> </table> | 3<br>Shift |  |  |  | Alarms | District | Alarm Box |  |
|  | Date  | Time      |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| Alarm  | 10/02/2005  | 14:56     |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| Time Out   | 10/02/2005  | 15:04     |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| Arrival  | 10/02/2005  | 15:11     |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| Controlled   | 10/02/2005  | 21:22     |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| Last Unit  | 10/02/2005  | 21:22     |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| 3<br>Shift   |   |           |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| Alarms   | District  | Alarm Box |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |
| <b>D Aid Given or Received</b><br>N - None<br>Mutual Aid Code<br>Their State<br>Their FDID<br>Their Inc. # | <b>E<sub>3</sub> Special Studies</b><br>Special Study ID<br>Special Study Value   |           |      |      |       |            |       |          |            |       |         |            |       |            |            |       |           |            |       |  |            |  |  |  |        |          |           |  |

|   |   |           |          |           |             |   |   |     |   |    |       |   |    |  |
|---|---|-----------|----------|-----------|-------------|---|---|-----|---|----|-------|---|----|--|
| <b>F Actions Taken</b><br>1 80 - Information, investigation & enforcement, other<br>2 55 - Establish safe area<br>3 12 - Salvage & overhaul | <b>G<sub>1</sub> Resources</b><br><input type="checkbox"/> Check if Apparatus or Personnel form is used<br><table style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Apparatu</td> <td style="text-align: center;">Personnel</td> </tr> <tr> <td>Suppression</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>EMS</td> <td style="text-align: center;">2</td> <td style="text-align: center;">12</td> </tr> <tr> <td>Other</td> <td style="text-align: center;">3</td> <td style="text-align: center;">12</td> </tr> </table> <input type="checkbox"/> Includes Aid from Resources |           | Apparatu | Personnel | Suppression | 0 | 0 | EMS | 2 | 12 | Other | 3 | 12 | <b>G<sub>2</sub> Est.Dollar Losses &amp; Values</b><br><b>LOSSES:</b><br>Property<br>Contents<br><b>PRE-INCIDENT VALUE</b><br>Property<br>Contents |
|   | Apparatu  | Personnel |          |           |             |   |   |     |   |    |       |   |    |  |
| Suppression   | 0   | 0         |          |           |             |   |   |     |   |    |       |   |    |  |
| EMS   | 2   | 12        |          |           |             |   |   |     |   |    |       |   |    |  |
| Other   | 3   | 12        |          |           |             |   |   |     |   |    |       |   |    |  |

|  |   |          |        |          |              |  |  |          |  |  |   |
|--|---|----------|--------|----------|--------------|--|--|----------|--|--|---|
| <b>Completed Modules</b><br><input type="checkbox"/> FIRE-2 <input type="checkbox"/> HazMat-7<br><input type="checkbox"/> Structure-3 <input type="checkbox"/> Wildland Fire-8<br><input type="checkbox"/> Civilian Fire Cas.-4 <input type="checkbox"/> Apparatus-9<br><input type="checkbox"/> Fire Serv. Casualty-5 <input type="checkbox"/> Personnel-10<br><input type="checkbox"/> EMS-6 <input type="checkbox"/> Arson-11 | <b>H<sub>1</sub> Casualties</b><br><table style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Deaths</td> <td style="text-align: center;">Injuries</td> </tr> <tr> <td>Fire Service</td> <td></td> <td></td> </tr> <tr> <td>Civilian</td> <td></td> <td></td> </tr> </table> |          | Deaths | Injuries | Fire Service |  |  | Civilian |  |  | <b>H<sub>2</sub> Detector</b><br><b>H<sub>3</sub> Hazardous Materials Release</b><br>5 - Diesel fuel/fuel oil - vehicle fuel tank/portable<br><b>I Mixed Use Property</b> |
|  | Deaths  | Injuries |        |          |              |  |  |          |  |  |   |
| Fire Service   |   |          |        |          |              |  |  |          |  |  |   |
| Civilian   |   |          |        |          |              |  |  |          |  |  |   |

|                       |                         |
|-----------------------|-------------------------|
| <b>J Property Use</b> | 940 - Water area, other |
|-----------------------|-------------------------|

|  |                |
|--|----------------|
| <b>K<sub>1</sub> Person/Entity</b>                           |                |
| State of New York Waterways<br>Business name (if applicable) | Phone Number   |
| Mr., Ms, Mrs.  | First Name     |
| MI   | Last Name      |
| Suffix   |                |
| Number   | Prefix         |
| Street or Highway  | Street Type    |
| Suffix   |                |
| Post Office Box  | Apt/Suite/Room |
| Lake George<br>City  | State          |
|  | Zip Code       |



### **Fire Agency Abbreviations**

- BFD Bolton Landing Fire Department
- BMFD Bakers Mills Fire Department
- BRFD Bay Ridge Fire Department
- BRVFD Bay Ridge Volunteer Fire Department (Not Used)
- CFD Chestertown Fire Department
- GFFD Glens Falls Fire Department
- GLFD Garnet Lake Fire Department
- HFD Hague Fire Department
- HOFD Horicon Fire Department
- JFD Johnsburg Fire Department
- LGFD Lake George Fire Department
- LHFD Luzerne-Hadley Fire Department
- MVFD Minerva Fire Department
- NCFD North Creek Fire Department
- NQFD North Queensbury Fire Department
- NRFD North River Fire Department
- PFD Pottersville Fire Department
- PKFD Pilot Knob Fire Department
- QCFD Queensbury Central Fire Department
- RFD Riverside Fire Department
- SCFD Stony Creek Fire Department
- SLFD Schroon Lake Fire Department
- SQFD South Queensbury Fire Department
- TFD Thurman Fire Department
- WFD Warrensburg Fire Department
- WGFFD West Glens Falls Fire Department
- WTFD Wevertown Fire Department

### **Fire Agency Unit Type Abbreviations**

- E Engine
- R Rescue
- B Brush
- T Tanker
- U Utility
- AB Airboat
- FB Fireboat
- MR Marine Rescue
- ACR Aircraft/Crash/Rescue

### **Emergency Medical Services Agency Abbreviations**

- BLEMS Bolton Landing EMS
- BREMS Bay Ridge EMS
- EAMS Empire EMS
- EMS Generic Identifier for any EMS unit
- HEMS Hague EMS
- JEMS Johnsburg EMS
- LGEMS Lake George EMS
- LHEMS Luzerne-Hadley EMS
- MEMS Minerva EMS
- NQEMS North Queensbury
- NWEMS North Warren EMS
- SCEMS Stony Creek EMS
- SLEMS Schroon Lake EMS
- TEMS Thurman EMS
- WEMS Warrensburg EMS
- WGFEMS West Glens Falls EMS

### **EMS Agency Unit Type Abbreviations**

- A Ambulance
- M Medic (ALS Unit)
- MCI Mass Casualty Incident Supply Trailer

## Burer Mariette

---

**From:** Joe Schneider [ledir@lgpc.state.ny.us]  
**Sent:** Thursday, February 02, 2006 12:10 PM  
**To:** Burer Mariette  
**Subject:** RE: Ethan Allen

The Commission had three units on scene Units 661, 662 & 672 . 661 took the initial dispatch call from Warren County 911.. approximately 2:55 pm on scene seven minutes later, did not clear until midnight. Units 662 and 672 were on scene with in ten minutes of 661 and likewise stayed on site until about 12 midnight. All three boats pulled victims from the lake, CPR performed on one subject to no avail, no survivors, 7 deceased were transported to the command post.

Lt. J.H. Schneider, SECO  
Lake George Park Commission  
Director of Law Enforcement  
(518) 668-9347  
[www.lgpc.state.ny.us](http://www.lgpc.state.ny.us)

-----Original Message-----

From: Burer Mariette [mailto:[burerm@ntsb.gov](mailto:burerm@ntsb.gov)]  
Sent: Wednesday, February 01, 2006 1:00 PM  
To: [ledir@lgpc.state.ny.us](mailto:ledir@lgpc.state.ny.us)  
Subject: Ethan Allen

Good Afternoon,

I am the survival factor investigator of the Ethan Allen.

A couple of questions please,

1. Would you be able to confirm if your boat was part of the rescue efforts.
2. If so, which vessel (name or number), time of dispatch, arrival on scene and time cleared.
3. Rescued any passengers, survivors or fatalities and how many.

If you have any questions for me please email or call me.

Sincerely,

Mariette Burer  
Marine Accident Investigator  
202-314-6067  
[burerm@ntsb.gov](mailto:burerm@ntsb.gov)

# Warren County Sheriff's Office

1400 State Route 9  
Lake George, New York 12845  
(518) 743-2500

**Larry J. Cleveland**  
Warren County Sheriff

**Major John R. Shine**  
Division Commander  
Law Enforcement Division



**Undersheriff Shane L. Ross**  
Division Commander  
Administrative Services Division

**Captain Michael T. Gates**  
Division Commander  
Correction Division

---

## **Fire Agency Contacts**

Warren County Fire Coordinator  
Marvin Lemery  
1340 State Route 9  
Lake George, NY 12845  
Office 518-761-6537  
Home 518-792-8529

Chief Lewis Hitchcock  
Bakers Mills Fire Department  
P.O. Box 1  
Bakers Mills, NY 12811  
518-251-3324

Chief Charles "Chip" Mellon  
Bay Ridge Fire Department  
1080 Bay Road  
Lake George, NY 12845  
518-793-5943

Chief Robert "Butch" LaGoy  
Bolton Landing Fire Department  
P.O. Box 1365  
Bolton Landing, NY 12814  
518-644-5008

Chief Ralph Bartlett  
Chestertown Fire Department  
P.O. Box 382  
Chestertown, NY 12817  
518-494-3089

Chief Bruce Ashline  
Garnet Lake Fire Department  
P.O. Box 167  
Johnsburg, NY 12843  
518-251-3644

Chief Ron Cote  
Glens Falls Fire Department  
134 Ridge Street  
Glens Falls, NY 12801  
518-761-3822

Chief Chris Swinton  
Hague Fire Department  
P.O. Box 584  
Hague, NY 12836  
518-543-8035

Chief Jim Hayes  
Horicon Fire Department  
P.O. Box 120  
Brant Lake, NY 12816  
518-494-2848

Chief Robert Hook  
Johnsburg Fire Department  
P.O. Box 135  
Johnsburg, NY 12843  
518-251-5831

Chief Bruce Kilburn  
Lake George Fire Department  
179 Ottawa Street  
Lake George, NY 12845  
518-623-9670

Chief Edward Bus  
Luzerne-Hadley Fire Department  
P.O. Box 215  
Lake Luzerne, NY 12846

Chief Steve Studnicky  
North Creek Fire Department  
P.O. Box 112  
North Creek, NY 12853  
518-251-2467

Chief Jeff Baertschi  
North Queensbury Fire Department  
P.O. Box 61  
Cleverdale, NY 12820  
518-656-3599

Chief Jeff Lindsay  
Pilot Knob Fire Department  
P.O. Box 70  
Pilot Knob, NY 12844  
518-656-9890

Chief Guy Swartwout  
Pottersville Fire Department  
P.O. Box 281  
Pottersville, NY 12860  
518-494-3945

Chief Joe DuPrey  
Queensbury Central Fire Department  
17 Lafayette Street  
Queensbury, NY 12804  
518-798-6730

Chief Robert Frevele  
Riverside Fire Department  
P.O. Box 11  
Riparius, NY 12862  
518-494-7932

Chief Eric Lettus  
South Queensbury Fire Department  
409 Dix Avenue  
Queensbury, NY 12804  
518-745-1886

Chief Stan Ross  
Stony Creek Fire Department  
42 Harrisburg Road  
Stony Creek, NY 12878  
518-696-3877

Chief Charles Wallace  
Thurman Fire Department  
P.O. Box 115  
Athol, NY 12810  
518-623-9406

Chief George Nemec  
Warrensburg Fire Department  
P.O. Box 371  
Warrensburg, NY 12885  
518-623-2640

Chief Michael Gordon  
West Glens Falls Fire Department  
33 Luzerne Road  
Queensbury, NY 12804  
518-793-8221

Chief Richard May  
Wevertown Fire Department  
P.O. Box 76  
Wevertown, NY 12886  
518-251-3202

## **Emergency Medical Services Agency Contacts**

Warren County EMS Coordinator

Gary Scidmore

1340 State Route 9

Lake George, NY 12845

Office 518-926-3130

Home 518-494-7992

Captain Jay Mayer

Bay Ridge EMS

1109 Ridge Road

Queensbury, NY 12804

518-743-9566

Captain Peter French

Bolton Landing EMS

P.O. Box 1054

Bolton Landing, NY 12814

518-644-2721

Empire Ambulance Service

P.O. Box 864

Troy, NY 12180

518-792-1117

Captain Ludolf Megow

Hague EMS

P.O. Box 584

Hague, NY 12836

518-543-6658

Captain Eric Henry

Johnsburg EMS

P.O. Box 413

North Creek, NY 12853

518-251-3326

Captain Chris Hawley

Lake George EMS

24 Gage Road

Lake George, NY 12845

518-668-5557





# Incident Report



Print Date/Time: 10/05/2005 16:09  
Login ID: LaFarr

Warren County Sheriff's Office  
ORI Number: NY0560000

Incident: 2005-00013724

Incident Date/Time: 10/02/2005 2:55PM  
Location: CRAMER POINT RD  
Lake George NY 12845  
Phone Number:  
Report Required: N  
Prior Hazards: N  
LE Case Number:

Incident Type: Navigation  
Venue: Lake George  
Source: Telephone  
Priority: 2  
Status: In Progress

## Unit/Personnel

| Unit | Personnel     |
|------|---------------|
| 512  |               |
| 513  | 139 Smith     |
| 515  | 101 Lamouree  |
| 516  | 166 Corsones  |
| 519  | 125 Hill      |
| 529  | 248 Geisler   |
| 533  | 298 Howard    |
| 535  | 217 Evans     |
| 536  | 155 Comeau    |
| 538  | 083 McKinney  |
| 548  | 247 Dunn      |
| 561  | 173 Maday     |
| 571  | 177 Stockdale |
| 578  | 018 Jeffords  |
| 583  | 001 Cleveland |
| 584  | 175 Leone     |
| 585  | 101 Lamouree  |
| 623  | 144 Aldrich   |
| 624  | 070 Tremblay  |
| 626  | 098 David     |
| 627  | 209 Lail      |
| FC1  |               |

## Person(s)

| Role   | Name | Address   | Phone |
|--------|------|-----------|-------|
| Caller |      | <UNKNOWN> |       |

## Vehicles

| Role | Type | Year | Make | Model | Color | License | State |
|------|------|------|------|-------|-------|---------|-------|
|------|------|------|------|-------|-------|---------|-------|

## Dispositions

| Disposition | Count |
|-------------|-------|
|-------------|-------|

## CAD Narrative

10/02/2005 15:18:32 Davies, Blair S. Narrative: Moreau 881 on standby WGFEMS  
10/02/2005 15:19:07 Davies, Blair S. Narrative: Fire command reports 7 confirmed full arrests  
10/02/2005 15:21:56 Rambone, Maureen A Narrative: moreau 881 enr to scene  
10/02/2005 15:25:39 Davies, Blair S. Narrative: Command req Bay Ridge Fire to Green Harbor Beach for LZ  
10/02/2005 15:25:49 Davies, Blair S. Narrative: Fireboat 1 on scene



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10/02/2005 15:25:57 Davies, Blair S. Narrative: MR38 enroute  
10/02/2005 16:16:59 Davies, Blair S. Narrative: Command req SGF dive team for relief-Sara Co notified  
10/02/2005 16:20:22 Davies, Blair S. Narrative: per Gary Scidmore notify coroners for assistance  
10/02/2005 16:20:34 Davies, Blair S. Narrative: Tim Murphy enroute for coroner  
10/02/2005 16:30:34 Davies, Blair S. Narrative: Bill Orluk enroute for coroner

## Supplemental

K.B. French Investigator  
Incident # 05-13724  
October 4, 2005

On October 2, 2005 I was contacted at home and advised to respond to Kramer Point Rd. for a Vessel accident with multiple fatalities.

Upon arrival at the scene I was met by Sgt. Lafarr who instructed me to respond to the Glens Falls Hospital with other investigator and begin interviewing survivors.

At the hospital we were advised that the survivors were being moved into the Cancer Center and that area would be available to us.

Interviewed Eunice R. Stevens 3/13/38 who stated that she was a passenger on the Ethan Allen and was sitting in the back of the vessel on the left side of the aisle in front of the driver.

She said the trip was uneventful for the first half an hour or so and then suddenly the boat began rocking violently. She said she looked back and saw the driver frantically turning the wheel and she could not understand what was happening.

She then stated that people started slamming into her and the boat turned over throwing everyone into the water. Stevens has no idea what may have caused the accident. She stated she did not see any boats big or small in the area that might have caused a problem.

The statement from Stevens and a P19 are attached to the case file.

Interviewed Lawrence Mahalak 11/30/35 who stated he was uncomfortable about even boarding the boat due to the way the seating was arranged unevenly. There were three seats on one side and two on the other.

Mahalak said the boat listed to the left due to this. He also stated that the boat was very bow heavy.

Mahalak stated he and his wife were asked their weight before loading the vessel.

He stated the lake was very calm and the ride was fine for about fifteen to twenty minutes.

Mahalak states they were in a bay when a small powerboat that he believed to be an 18 footer passed them and left about a 10 inch wake. He said the pilot made about a 15 degree turn to the right and the boat listed and people started falling off their seats to the low side of the boat which was on the left. Water poured in and the boat overturned.

Mahalak stated once the boat started turning it never slowed or stopped it went all the way over.

He said people were in the water looking for life preservers and none were to be found.

He also stated that at the time of the accident that as far as he knew and could see that everyone was seated and no one was moving around.

Mahalak stated that he was an engineer and very familiar with boats and that in his opinion the Ethan Allen was



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at least 20% to 30 % overweight and was very nose heavy.

The statement from Mahalak is added to the file with a P19.

I then interviewed Carol Charlton 11/13/46. She was the Tour Director for the bus tour. She was in the ICU and was interviewed in that room.

Charlton stated that the tour actually arrived at the boat tours a little early and were told they could take a boat at 2:30 p.m. instead of the scheduled 3:00 pm. She stated that she believed that 48 people were on the boat. There were supposed to be 50 but two sisters had opted out due to the capacity of the boat and had joke about them being big and what it would to the boat if they boarded.

Charlton said that while the people were boarding she overheard a huge discussion between a captain in a white shirt and the driver of the boat about how many people to let on. She then heard some say the boat holds fifty people but she is not sure who said that.

Charlton said she was not going to go because she felt the boat was to full but other passengers were joking with her and told her she was so small it wouldn't make a difference. She boarded and sat in the very front of the boat on the right side. She stated the boat was completely full and the only Shoreline employee on the boat was the driver. She said she remembers thinking that the boat was old and smelly and thinking about how the sides of the boat in the front were very close to the water.

Charlton said the boat had traveled about a half an hour when the driver suddenly made an extremely sharp turn to the left. The turn was so violent that she and others were thrown to the floor of the boat. At that point she realized the boat was overturning. She was thrown into the water and was under the boat until she could surface and was eventually rescued.

Charlton stated that the passengers were never told if there were life preservers on the boat or where they may be found. She said she saw no other boats in the area at the time and has no idea what may have caused the accident.

The statement from Charlton and a P19 are added to the file.

On 10/ 03/05 I went to the Georgian Resort in Lake George and interviewed Frances L. Nelson 7/15/31. She was also a passenger on the Ethan Allen and a survivor of the accident. Nelson stated that before boarding the boat she noticed there were three seats on the left side of the aisle and only two on the right. She said it seemed the boat was leaning to the left because everyone was being seated on that side. After she boarded she said it seemed to level out. She said the trip was fine for about half and hour or so. The lake was very calm and the ride was smooth. She then stated that the driver started making a turn and that was way to sharp. She was on the left side of the boat and people around her were falling out of their seats and she went over the side. She does not recall which way the boat overturned due to confusion but remembers being under the boat. Nelson did not see any big boats or anything in the area that might have caused a problem. She has no idea what caused the driver to turn sharply or for the boat to overturn.



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He described how the boat then rolled back onto its side and began to sink.

Morin called 911 and then he and other divers were finally picked up by a boat that took them to the scene so they could help in search and rescue of victims.  
Morin and another diver pulled approx 12 people from the water and the boat.

After removing bodies Morin and the other diver Chris Hubbell recovered some personal belongings which they turned over to a NYSP boat at the scene.

Morin gave a detailed statement of what he saw and prior to and during the accident He also described where he found victims etc.

The statement is added to the case file.

Morin also added that he had helped recover the boat on 10/3/05 and that at the time of the recovery the rudder was in a full right turn and the throttle was the full position. He said Lt. Lamouree was involved with that operation and that he believed he had documented all of the information.

A P19 was done on Morin and is added to the file.

Interviewed Christopher T. Hanna 5/22/72. Hanna called and said he was a witness to the accident. I spoke to Hanna by phone and he stated he was at a dive school with Richard Morin on the day of the accident. Hanna said he was in the water and heard noises and turned to look and the Ethan Allen was already on its side and people were in the water. He went to the scene with Morin and others and assisted in rescue operations. Hanna did not actually see the accident and has no other information.

A P19 was done on Hanna and is added to the file.

**Supplemental**  
**SUPPLEMENTAL**  
Investigator Grant  
10-04-2005  
Inc #05-13724

Ethan Allen boating accident

On 10-03-2005 the driver's license photo identifications of the following deceased persons from this incident were TOT to NYSP F.I.U. Inv. Drew McDonald:

1. Joann L. Manore 04-23-1931
2. Wilma M. Lejeune 10-22-1926
3. Earl G. Hawley 07-14-1929
4. Louise D. Greenwald 05-09-1927
5. Charles M. Greenwald 07-05-1922
6. William D. Gilson 08-23-1923



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7. Caryl L. Gilson 03-10-1929
8. Beverly B. Becker 08-14-1927
9. Ann G. Beamish 09-14-1926
10. Mary H. Metz 11-30-1931
11. Margaret E. Nadvornik 03-04-1925
12. William F. Nadvornik 12-21-1924
13. Stephanie C. Przybylski 06-26-1938
14. Ruth R. Renkiewicz 03-09-1937
15. Viola T. Urbaniak 03-04-1916
16. Francis W. Wrock 02-03-1918

Attached are photo copies of the licenses. These IDs were TOT to Inv. McDonald to assist in identification purposes at the posts that were being performed at the Albany Medical Center.

**Supplemental**  
K.B. French Investigator  
Incident # 05-13724  
October 4, 2005

I interviewed William J. McNeice 11/12/37 via phone at 718-356-7631. He stated he was on Lake George in his personal boat with his two sons on the day of the Ethan Allen accident.

He stated he was headed south on the west side of the lake and passed the Mohican northbound in the area of Diamond Point.

Mr. McNeice said the Mohican appeared to be traveling at its normal speed and there was no more wake than he normally encountered in his 30 years on the lake in different sized boats.

They continued south and about 5 to 10 minutes later as they approached Cramer Point they saw a lot of boats going into one area and what he called a lot of confusion.

As they approached they realized there was a boat capsized and the water was full of people.

A man on a jet ski motioned them over to assist. His sons jumped in with life preservers from his boat and assisted victims.

He did not witness the accident and has no other knowledge.

A P 19 was done on McNeice and is added to the file.

**Supplemental**  
Incident 2005-13724  
Supplemental  
October 02, 2005  
Inv. MJ Tremblay

During the investigation into the above referenced boating incident, I spoke and obtained depositions from the following people.



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overturned on the right side. Hart said that he called 911 and then called his brother who was on shore. Hart instructed his brother to get in their larger boat and to head to the scene. Hart said that he brought his canoe to the boathouse to ensure the safety of his children and that he was then picked up by his brother Eric. Hart said that he and Eric went to the scene and began to rescue passengers of the Ethan. He stated that he did not see life jackets on the passengers. Hart also said that once the Ethan had overturned, the engines revved loudly.

I then spoke to Eric J. Hart who is Brian Hart's brother. Eric said that he was on a second story deck of a residence on Cramer's Point Extension. He stated that the deck overlooks the lake. Eric said that his son began to yell about seeing smoke coming from the lake. Eric then received a call from Brian that was answered by Eric's wife. When the call ended, Eric, his wife, and his son went to the scene. Eric said that he and Brian then began rescuing people from the water. Eric also said that prior to the accident he had noticed that traffic on the lake was light and that he did not see any noticeable waves.

I then spoke to Cramer's Point residents Donald Henzel and David Warren. Neither witnessed the incident but both had assisted with survivors. I did not obtain statements from Henzel or Warren.

On October 3, 2005 I went to the Georgian Resort in Lake George to speak to tour group members who did not get on the Ethan Allen.

I first spoke to Nancy Drobet. Drobet stated that members of the group began boarding and that a majority were sitting to one side of the boat. She said that the boat began to tip or lean to one side and that she did not think that it was safe. Drobet said that no one from the Shoreline directed passengers to seats, rather, passengers sat where ever they had wanted to. Drobet said that one of group members commented about the way the boat was leaning and had suggested that some of the boarded passengers should move to the other side. Drobet also said that one of her friends had asked a Shoreline representative about taking a larger boat as opposed to the Ethan Allen. Drobet's friend was told that they were taking the Ethan. Drobet also said that the boarded passengers were squeezing together to make room for more passengers. Drobet said that the Ethan continued to tip and she decided that it wasn't safe to be on. Drobet said that she walked away instead of boarding.

I then spoke to Emmy Lu Payne. Payne said that as she and her sister Jacalyn Hein approached the boarding dock area, they had commented to each other about the group members being boarded onto the smaller of the two Shoreline boats. Payne said that she did not see anything unusual about the about as the group members boarded. Payne acknowledged that the Ethan was rocking from side to side but that it wasn't a concern of hers. Payne stated that the boat filled up and that the passengers started squeezing together to make room for more people. Payne said that the passengers were encouraging Payne and others on the shore to board and that the group tour guide (Carol) did board. Payne said that she and her sister decided not to board though. Payne said that she did not notice anything unusual as the boat left.

I then spoke to Jacalyn Hein. Hein stated that she and Payne were towards the back of boarding line and that she watched the others board. Hein said that people sat on both sides of the boat after boarding. She stated that the passengers were "snug" as they sat. Hein said that the boat captain had held up the boarding line and did a head count of passengers. Hein said that the captain had said that the boat was at the limit of passengers but he allowed Carol (tour co-coordinator / guide) to board as long as she stood during the cruise. Hein said that she and Payne were turned away and told that they could take the 3 pm tour instead. Hein said that she did not notice anything unusual about the boat, but she did think that the boat was too small to carry that many full sized adults. Payne further stated that Nancy Drobet had walked away from the boat before most of the members boarded.



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I then drove to Latham and met with witness Joyce Clouthier at her residence. Clouthier stated that she and her husband Larry Steinhart were on their own boat on Lake George the day of the incident. She stated that they had passed the Mohican north of Cannon Point. She acknowledged that there was some wake activity from the Mohican but said that the Mohican was farther into the Lake. Clouthier said that she and her husband continued south and that they saw the Ethan Allen in the area of Still Bay. She said that Steinhart commented that the Ethan was too full. She said that she felt that way as well.

Clouthier said that she continued watching the Ethan after they passed each other and she saw the Ethan turning to the east. She said that as the Ethan made the turn, it appeared to go out of control and that it started to tip. She said that she saw the captain of the Ethan trying to correct the boat but it was out of control. She said that she saw the hull come up and then the boat tipped over. Clouthier said that the Lake was calm that day and at the time of the incident. She said that she and her husband began to rescue people from the water and that one of those rescued had stated that the boat was full when it left. Clouthier also said that others rescued had said that they were not provided with life preservers or with the location of the preservers.

I then met with Lucas Smock at his residence in Half Moon. Smock stated that he was with his wife Kelly and another couple on Smock's boat. He stated that he first saw the Ethan Allen as the Ethan was exiting Tea Island. Smock said that he needed to get into Tea Island so he waited until the Ethan passed before he proceeded.

Smock said that as the Ethan passed, he noticed that the bow was lower than the stern. Smock said he is familiar with boating and he knew that the bow is not supposed to be lower than the stern. Smock said that he commented to his group that the Ethan had too many passengers. Smock further said that his group joked that the Shoreline must have over-crowded this tour to make up operating costs for the day. He stated that they had seen the Ethan earlier that day with only two passengers and that the company now needed to make money for the day. He stated that after the Ethan passed, he started his own boat and proceeded to Tea Island.

After arriving at Tea Island, Smock said he saw emergency boats traveling north. He also said that he could hear land emergency vehicles and he thought that something must have happened with the Ethan. He proceeded to the scene and was stopped by a police boat. Smock said he gave the marine patrol his information. He said that the Shoreline Parasail raft approached and a woman started yelling to Smock that the Ethan had 52 passengers. Smock then relayed the information to the marine patrol.

Smock said that about 15 minutes prior to seeing the Ethan in Tea Island, he saw the Horicon Cruise Ship traveling south on the west side of the Lake. He stated that there was wake activity from the Horicon. Smock further said that he saw the Mohican in that same time frame but he did not remember if the Mohican was traveling north or south. He said that there was wake activity from the Mohican as well. Smock said that aside from the Horicon and Mohican, traffic was light. I believe Smock's boat was the speed boat that some of the surviving passengers saw just prior to the accident. Smock also drew a diagram of his position relating to when he first saw the Ethan.

On October 4, 2005, Inv. Grant and I went to the Garrison Pub in Lake George. We spoke to owner Brett Forando who stated that he knows Dick Paris who had been piloting the Ethan during the accident.

Forando said that he got a phone call from employee Tracey Rabideux some time after 3:00 pm on October 2, 2005. He said that Rabideux informed him about the boat accident and she asked if Paris had been in the bar that day. Forando said that he got off the phone with Rabideux and he called employee Samantha Corhouse who



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was not working but was at the bar. Forando said that he asked Corhouse if Paris was on the Ethan and that Corhouse said she did not know. Forando said that Corhouse said she had been at the bar all day and that she had not seen Paris.

Forando said that Paris is a regular customer at the Garrison and that he goes in after work and while he is on his way home.

I then spoke to Garrison employee Samantha Corhouse. She said that she was not working on the 2nd but that she was at the Garrison from 11:45 am to approximately 3:00 pm. She said that she did not see Paris in the bar at all that day. She further said that she would have seen Paris had he been there because he always sits in the same spot.

I left the Garrison and returned a short time later to continue speaking to Corhouse. She further stated that Paris is usually in the Garrison four or five times a week. She said that he usually orders a mini-pitcher or two of draft Bud or Bud-Lite beer. Corhouse said that a mini-pitcher is about 20 ounces. She said that Paris usually stays in long enough to chat with everyone and that he leaves after that.

Corhouse said that she has seen Paris in the bar with his captain's uniform on and that he has said that he just finished work and stopped in while traveling home. She said that she has known Paris for 10 years and that she definitely would have seen him if he had been in on the 2nd.

On October 4, 2005, I met with master dive instructor Christopher Hubbell at Morin's Dive Center in Glens Falls. Hubbell stated that he and a group from Morin's was in the Lake off of Hearthstone on the 2nd. Hubbell said that he saw the Ethan pass the dive group's location and when the Ethan passed, he noticed that the bow was lower than the stern. Hubbell also said that he believed that the Ethan was over crowded. He said that he has seen the Ethan many times before with less passengers and he has never seen the bow as low as it was while the seniors were onboard.

Hubbell said that after the Ethan passed, he continued to watch it. He said he saw the Ethan bow low and stern high and then the boat capsized on the starboard side. He said that when the boat capsized, he could see the hull. Hubbell further said that the boat turned almost immediately.

Hubbell said that he and Rich Morin instructed their students and personnel out of the water and that they received transportation to the scene. He stated that he and Morin began a rescue dive for the passengers of the Ethan. During the dive, Hubbell said that most of the victims' bodies were located on the right side.

Hubbell said that prior to the accident he did not see any large boats in the water. He said that he does not remember wake activity, but acknowledged that he may not have seen wakes around the Ethan from his position at Hearthstone.

On October 4, 2005 I attempted to contact David Burke who may have seen the incident. I have left messages for him to contact me.

On October 4, 2005, I made contact with Chris Brunner who is the News Director for Channel 9 News. Brunner emailed me photos taken from a weather camera that Channel 9 has positioned atop the Shoreline Restaurant. The photos are believed to be of the Ethan Allen before and after departing. The photos were forwarded to Inv. Sgt. LaFarr and Sheriff Cleveland.





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**Supplemental**  
**SUPPLEMENTAL**  
Investigator Grant  
10-04-2005  
Inc #05-13724

Ethan Allen boating accident

On 10-04-2005 NYSP Inv. Northrup (F.I.U.) was into our office to retrieve property of persons from this incident.

TOT to Inv. Northrup were:

1 purse with various personal property belonging to Joann Monroe.  
1 purse with various personal property belonging to Mary H. Metz  
1 purse with various personal property, 1 wedding ring set (silver in color), and 2 gold colored shell shaped earrings belonging to Stephanie C. Przybylski.

General receipts were obtained for the property (attached).

This property was TOT to Inv. Northrup for purposes of being returned to family.

**Supplemental**  
**SUPPLEMENTAL**  
Investigator Grant  
10-04-2005  
Inc #05-13724

Ethan Allen boating accident

On this date I spoke to Mr. Steve M. Gibbon of Signal Mountain Tennessee. Mr. Gibbon had been on Lake George on 10-02-2005. Mr. Gibbon had been traveling on the steamship Mohican. Mr. Gibbon informed me that he had taken some digital pictures during the trip and that he had captured images of the Ethan Allen. He states that these pictures were taken approx. ten minutes prior to the accident. He did not observe the accident itself.

Mr. Gibbon sent these images to me via e-mail. He sent five photographs. I have attached them in the order that he sent them to me. This is not the order that the photographs were taken.

Mr. Gibbon has also downloaded all photographs that he captured during his trip (approx. 200 images) onto a CD. He has shipped the CD to our office Via UPS. Attached is also the shipping tracking number



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She further stated that she observed a puddle of water in the stern area and that she asked the captain about it. She said that the captain told her that the puddle was a result of morning dew, but, she did not believe that morning dew could have caused such a large puddle. Stewart said that the captain told her that she asks too many questions.

Stewart further stated that the boat did not feel stable during the cruise and that those feelings heightened when the captain sped up. She said that the Ethan appeared to be tipping to the right side even though the passengers were sitting on both sides of the boat. Stewart said again that this was happening with 13 people onboard.

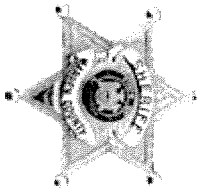
On October 5, 2005, I called Kara Dopman who had pictures of the Ethan during the incident. Dopman said that she did not witness the incident and that she obtained photos after the boat capsized. Dopman said that her photos were emailed to DA Hogan.

Dopman also stated that her friend Karen McNeice may have photos and a video of the incident. She said that she knew that McNeice had planned on mailing the photos to our office. I attempted to contact McNeice at (718) 356-7631 but no one answered the phone. Dopman said that she thought McNeice would be in the area for the memorial service and that McNeice would drop the photos off to us.

On October 5, 2005, I received an email from Communications regarding possible witnesses. A motel phone number was provided as a contact for the witnesses Ingard and Freidhelm Schlaf. I called the number 668-4677 and gave the manager the names. I was then told that no one with those names had been at the hotel.

On October 5, 2005, I called Deena Restifo who had information about a previous experience with Shoreline Cruises. I was unable to make contact with Restifo.

On October 5, 2005, I called Michael Stauffeher and he told me that he saw the incident as he was eating at the Boathouse on Cramer's Point. Stauffeher said that he would be available at 1630 hrs for a statement. Inv. David has been advised and he will speak to Stauffeher.



# Radio Log Listing



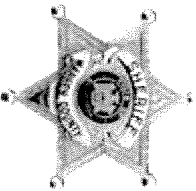
Print Date/Time: 10/12/2005 09:47  
Login ID: LEJ  
Disposition: All

From Date: 10/02/2005 00:00  
Thru Date: 10/02/2005 23:59  
Agency Type: Police, Fire, EMS

CFS #:22828 to 22828

| Date                                    | CFS # | Call Time | Disp Time | Arriv Time | Clear Time     | CFS Type               |
|---|-------|-----------|-----------|------------|----------------|------------------------|
| 10/02/2005                              | 22828 | 14:55:45  | 14:56:48  | 15:07:28   | 23:19:45       | Navigation/Vessel Stop |
| <b>Location</b>                         |       |           |           |            |                |                        |
| CRAMER POINT RD Lake George Lake George |       |           |           |            |                |                        |
| <b>Caller</b>                           |       |           |           |            |                |                        |
|   |       |           |           |            | <b>Rpt Req</b> | <b>Source</b>          |
|   |       |           |           |            | No             | Telephone              |

| Log Date/Time     | User                | Action             | Description   |
|-------------------|---------------------|--------------------|---|
| 10/02/05 14:55:45 | Chittenden, Adam    | Call Created       | New call created. Call Type: Unknown, Location: , Phone Number: , Name: |
| 10/02/05 14:55:46 | Chittenden, Adam    | Person Added       | Name:   |
| 10/02/05 14:56:37 | Chittenden, Adam    | Location           | Location: <UNKNOWN>, Venue:   |
| 10/02/05 14:56:48 | Chittenden, Adam    | Unit Status Action | Unit LGFD Dispatched  |
| 10/02/05 14:56:50 | Chittenden, Adam    | Unit Status Action | Unit LGEMS Dispatched   |
| 10/02/05 14:56:53 | Chittenden, Adam    | Unit Status Action | Unit HFD Dispatched   |
| 10/02/05 14:59:32 | Chittenden, Adam    | Unit Status Action | Unit LGEMS exchanged with A730  |
| 10/02/05 14:59:40 | Chittenden, Adam    | Unit Status Action | Unit A730 Enroute   |
| 10/02/05 15:01:21 | Chittenden, Adam    | Unit Status Action | Unit BFD Dispatched   |
| 10/02/05 15:02:51 | Chittenden, Adam    | Unit Status Action | Unit BFD exchanged with R136  |
| 10/02/05 15:02:55 | Chittenden, Adam    | Unit Status Action | Unit R136 Enroute   |
| 10/02/05 15:03:32 | Chittenden, Adam    | Unit Status Action | Unit HFD exchanged with R196  |
| 10/02/05 15:03:41 | Chittenden, Adam    | Unit Status Action | Unit R131 Enroute   |
| 10/02/05 15:04:46 | Chittenden, Adam    | Unit Status Action | Unit R131 exchanged with LGFD   |
| 10/02/05 15:05:04 | Chittenden, Adam    | Unit Status Action | Unit LGFD exchanged with R131   |
| 10/02/05 15:05:04 | Chittenden, Adam    | Unit Status Action | Unit 571 Enroute  |
| 10/02/05 15:06:06 | Rambone, Maureen A  | Unit Status Action | Unit R131 Enroute   |
| 10/02/05 15:06:34 | Chittenden, Adam    | Unit Status Action | Unit A730 At Scene  |
| 10/02/05 15:07:28 | Chittenden, Adam    | Unit Status Action | Unit R131 Enroute   |
| 10/02/05 15:11:51 | Rainville, David A. | Unit Status Action | dec called 4 rangers lift qualified enroute to the scene                |
| 10/02/05 15:13:39 | Davies, Blair S.    | Unit Status Action | Unit A703 Enroute   |
| 10/02/05 15:14:12 | Rambone, Maureen A  | Unit Status Action | Unit 662 At Scene   |
| 10/02/05 15:14:26 | Rambone, Maureen A  | Call Stack         | Call placed on unit 584's stack   |
| 10/02/05 15:14:32 | Rambone, Maureen A  | Unit Status Action | Unit 584 Dispatched   |
| 10/02/05 15:14:39 | Chittenden, Adam    | Unit Status Action | Unit WGFEMS Dispatched  |
| 10/02/05 15:14:41 | Chittenden, Adam    | Unit Status Action | Unit NQEMS Dispatched   |
| 10/02/05 15:15:09 | Rambone, Maureen A  | Call Stack         | Call placed on unit 529's stack   |
| 10/02/05 15:15:12 | Rambone, Maureen A  | Unit Status Action | Unit 529 Dispatched   |
| 10/02/05 15:15:22 | Rambone, Maureen A  | Unit Status Action | Unit 529 At Scene   |
| 10/02/05 15:15:24 | Chittenden, Adam    | Unit Status Action | Unit A736 Enroute   |
| 10/02/05 15:15:26 | Rainville, David A. | Unit Status Action | Unit 584 At Scene   |
| 10/02/05 15:15:42 | Chittenden, Adam    | Unit Status Action | Unit A701 At Scene  |
| 10/02/05 15:18:03 | Rambone, Maureen A  | Unit Status Action | Unit 571 At Scene   |
| 10/02/05 15:18:19 | Chittenden, Adam    | Unit Status Action | Unit WGFEMS exchanged with A711   |
| 10/02/05 15:18:22 |                     | Unit Timer Expired | Unit 529:At Scene   |
| 10/02/05 15:18:32 | Davies, Blair S.    | Narrative Added    | Moreau 881 on standby WGFEMS  |



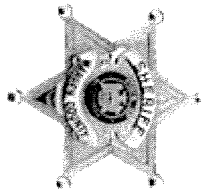
# Radio Log Listing

Print Date/Time: 10/12/2005 09:47  
Login ID: LEJ  
Disposition: All

From Date: 10/02/2005 00:00  
Thru Date: 10/02/2005 23:59  
Agency Type: Police, Fire, EMS

CFS #:22828 to 22828

|                   |                     |                    |   |
|-------------------|---------------------|--------------------|---|
| 10/02/05 15:18:46 | Rainville, David A. | Unit Status Action | Unit A710 Enroute   |
| 10/02/05 15:18:55 | Chittenden, Adam    | Unit Status Action | Unit A703 At Scene  |
| 10/02/05 15:19:07 | Davies, Blair S.    | Narrative Added    | Fire command reports 7 confirmed full arrests                         |
| 10/02/05 15:19:30 | Chittenden, Adam    | Unit Status Action | Unit HEMS Dispatched  |
| 10/02/05 15:21:03 |                     | Unit Timer Expired | Unit 571 At Scene   |
| 10/02/05 15:21:28 | Chittenden, Adam    | Unit Status Action | Unit WEMS Dispatched  |
| 10/02/05 15:21:56 | Rambone, Maureen A  | Narrative Added    | moreau 881 enr to scene   |
| 10/02/05 15:22:16 |                     | Unit Timer Expired | Unit 529 At Scene   |
| 10/02/05 15:24:10 | Davies, Blair S.    | Unit Status Action | Unit A757 Enroute   |
| 10/02/05 15:24:28 |                     | Unit Timer Expired | Unit WEMS,Dispatched  |
| 10/02/05 15:24:29 | Chittenden, Adam    | Unit Status Action | Unit NWEMS Dispatched   |
| 10/02/05 15:24:51 | Rambone, Maureen A  | Narrative Added    | moreau 881 enr  |
| 10/02/05 15:25:39 | Davies, Blair S.    | Unit Status Action | Command req Bay Ridge Fire to Green Harbor Beach for LZ               |
| 10/02/05 15:25:49 | Davies, Blair S.    | Narrative Added    | Fireboat 1 on scene   |
| 10/02/05 15:25:53 | Chittenden, Adam    | Unit Status Action | Unit A736 At Scene  |
| 10/02/05 15:25:57 | Davies, Blair S.    | Narrative Added    | MR38 enroute  |
| 10/02/05 15:26:25 | Rambone, Maureen A  | Unit Status Action | Unit A741 Enroute   |
| 10/02/05 15:26:29 | Chittenden, Adam    | Unit Status Action | Unit E323 Dispatched  |
| 10/02/05 15:26:54 | Rambone, Maureen A  | Unit Status Action | Unit HEMS cleared from call   |
| 10/02/05 15:26:59 | Chittenden, Adam    | Unit Status Action | Unit NWEMS exchanged with A747  |
| 10/02/05 15:27:05 | Chittenden, Adam    | Unit Status Action | Unit A747 Enroute   |
| 10/02/05 15:27:09 | Rambone, Maureen A  | Unit Status Action | Unit LGFD cleared from call   |
| 10/02/05 15:28:27 | Davies, Blair S.    | Unit Status Action | Unit BRFD Dispatched  |
| 10/02/05 15:28:36 | Rambone, Maureen A  | Unit Status Action | Unit WEMS cleared from call   |
| 10/02/05 15:28:59 | Chittenden, Adam    | Unit Status Action | Unit A710 At Scene  |
| 10/02/05 15:29:01 | Chittenden, Adam    | Unit Status Action | Unit A711 At Scene  |
| 10/02/05 15:30:25 | Rainville, David A. | Unit Status Action | med flight notified will send as many as they can get                 |
| 10/02/05 15:30:33 | Rambone, Maureen A  | Unit Status Action | Unit 583 At Scene   |
| 10/02/05 15:30:51 |                     | Unit Timer Expired | Unit 529 At Scene   |
| 10/02/05 15:31:20 | Chittenden, Adam    | Unit Status Action | Unit A745 Dispatched  |
| 10/02/05 15:31:59 | Chittenden, Adam    | Unit Status Action | more 882 in wgt standby   |
| 10/02/05 15:32:26 | Rambone, Maureen A  | Unit Status Action | Unit BRFD cleared from call   |
| 10/02/05 15:32:36 | Chittenden, Adam    | Unit Status Action | Unit NOEMS exchanged with A726  |
| 10/02/05 15:32:39 | Chittenden, Adam    | Unit Status Action | Unit A726 Enroute   |
| 10/02/05 15:33:40 | Chittenden, Adam    | Unit Status Action | Unit A746 Enroute   |
| 10/02/05 15:33:51 | Chittenden, Adam    | Unit Status Action | Unit A735 Enroute   |
| 10/02/05 15:34:29 | Chittenden, Adam    | Call Type          | NewCallType: Navigation/Vessel Stop, Status: In Progress, Priority: 2 |
| 10/02/05 15:34:35 | Rainville, David A. | Unit Status Action | Unit A756 Dispatched  |
| 10/02/05 15:35:42 | Rainville, David A. | Unit Status Action | wevertown   |
| 10/02/05 15:36:39 | Chittenden, Adam    | Unit Status Action | Unit A757 At Scene  |
| 10/02/05 15:37:24 | Rainville, David A. | Unit Status Action | Unit 515 Enroute  |
| 10/02/05 15:38:37 | Chittenden, Adam    | Location           | Location: CRAMER POINT RD, Venue: Lake George                         |
| 10/02/05 15:40:10 | Rambone, Maureen A  | Unit Status Action | Unit 538 Enroute  |
| 10/02/05 15:41:59 | Rainville, David A. | Unit Status Action | Unit A752 Enroute   |
| 10/02/05 15:45:26 | Chittenden, Adam    | Unit Status Action | Unit A726 At Scene  |



# Radio Log Listing

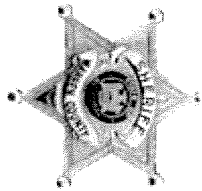


Print Date/Time: 10/12/2005 09:47  
Login ID: LEJ  
Disposition: All

From Date: 10/02/2005 00:00  
Thru Date: 10/02/2005 23:59  
Agency Type: Police, Fire, EMS

CFS #:22828 to 22828

|                   |                     |                    |   |
|-------------------|---------------------|--------------------|---|
| 10/02/05 15:45:56 | Rambone, Maureen A  | Unit Status Action | Unit FC1 Enroute                                      |
| 10/02/05 15:46:03 | Chittenden, Adam    | Unit Status Action | Unit A711 Enroute to Hospital                         |
| 10/02/05 15:49:35 | Chittenden, Adam    | Unit Status Action | Unit A745 At Scene                                    |
| 10/02/05 15:49:37 | Davies, Blair S.    | Unit Status Action | Unit 535 At Scene                                     |
| 10/02/05 15:49:39 | Davies, Blair S.    | Unit Status Action | Unit 548 At Scene                                     |
| 10/02/05 15:50:56 | Chittenden, Adam    | Unit Status Action | Unit A747 At Scene                                    |
| 10/02/05 15:52:33 | Rainville, David A. | Unit Status Action | Unit 533 Enroute                                      |
| 10/02/05 15:53:44 | Rainville, David A. | Unit Status Action | Unit 533 At Scene                                     |
| 10/02/05 15:54:30 | Rambone, Maureen A  | Unit Status Action | Unit A746 At Scene                                    |
| 10/02/05 15:56:06 | Rambone, Maureen A  | Unit Status Action | Unit 627 Enroute                                      |
| 10/02/05 15:56:22 | Chittenden, Adam    | Unit Status Action | Unit A752 At Scene                                    |
| 10/02/05 15:56:27 | Davies, Blair S.    | Unit Status Action | Unit 626 Enroute                                      |
| 10/02/05 15:57:53 | Chittenden, Adam    | Unit Status Action | Unit FC1 At Scene                                     |
| 10/02/05 15:59:36 | Chittenden, Adam    | Unit Timer Expired | Unit 535 At Scene                                     |
| 10/02/05 15:59:38 | Chittenden, Adam    | Unit Timer Expired | Unit 548 At Scene                                     |
| 10/02/05 16:01:34 | Chittenden, Adam    | Unit Status Action | Unit A741 At Scene                                    |
| 10/02/05 16:03:43 | Rambone, Maureen A  | Unit Timer Expired | Unit 533 At Scene                                     |
| 10/02/05 16:06:24 | Chittenden, Adam    | Unit Status Action | Unit 561 At Scene                                     |
| 10/02/05 16:06:32 | Rambone, Maureen A  | Unit Status Action | Unit A736 Enroute to Hospital                         |
| 10/02/05 16:08:50 | Rambone, Maureen A  | Unit Status Action | Unit 565 Enroute                                      |
| 10/02/05 16:15:23 | Rainville, David A. | Unit Status Action | Unit 623 Enroute                                      |
| 10/02/05 16:16:23 | Rainville, David A. | Unit Timer Expired | Unit 561 At Scene                                     |
| 10/02/05 16:16:24 | Davies, Blair S.    | Unit Status Action | Unit 513 Enroute                                      |
| 10/02/05 16:16:59 | Rambone, Maureen A  | Narrative Added    | Command req SGF dive team for relief-Sara Co notified |
| 10/02/05 16:18:19 | Davies, Blair S.    | Unit Status Action | per Gary Scidmore notify coroners for assistance      |
| 10/02/05 16:20:22 | Davies, Blair S.    | Narrative Added    | Tim Murphy enroute for coroner                        |
| 10/02/05 16:20:34 | Chittenden, Adam    | Unit Status Action | Unit A757 Enroute to Hospital                         |
| 10/02/05 16:25:09 | Chittenden, Adam    | Unit Status Action | Unit A711 At Scene                                    |
| 10/02/05 16:26:17 | Chittenden, Adam    | Unit Status Action | Unit E315 At Scene                                    |
| 10/02/05 16:26:51 | Chittenden, Adam    | Unit Status Action | ig stn  |
| 10/02/05 16:26:59 | Davies, Blair S.    | Narrative Added    | Bill Orlik enroute for coroner                        |
| 10/02/05 16:30:34 | Rambone, Maureen A  | Unit Status Action | Unit 578 Enroute                                      |
| 10/02/05 16:32:16 | Chittenden, Adam    | Unit Status Action | Unit A726 Enroute to Hospital                         |
| 10/02/05 16:39:04 | Rainville, David A. | Unit Status Action | c218 qby central fire units on standby in lake george |
| 10/02/05 16:40:13 | Chittenden, Adam    | Unit Status Action | Unit A757 Arrived at Hospital                         |
| 10/02/05 16:40:53 | Rambone, Maureen A  | Unit Status Action | Unit 624 Enroute                                      |
| 10/02/05 16:41:35 | Rambone, Maureen A  | Unit Status Action | Unit 538 At Scene                                     |
| 10/02/05 16:42:06 | Chittenden, Adam    | Unit Status Action | Unit A745 Enroute to Hospital                         |
| 10/02/05 16:43:46 | Chittenden, Adam    | Unit Status Action | Unit A736 Arrived at Hospital                         |
| 10/02/05 16:44:10 | Chittenden, Adam    | Unit Status Action | Unit A736 At Scene                                    |
| 10/02/05 16:44:31 | Chittenden, Adam    | Unit Status Action | Unit A747 Enroute to Hospital                         |
| 10/02/05 16:49:56 | Chittenden, Adam    | Unit Status Action | Unit A735 Enroute to Hospital                         |
| 10/02/05 16:50:17 | Chittenden, Adam    | Unit Status Action | Unit 538 At Scene                                     |
| 10/02/05 16:52:05 | Chittenden, Adam    | Unit Timer Expired |   |



# Radio Log Listing

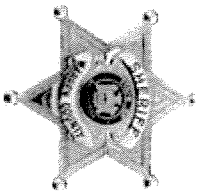


Print Date/Time: 10/12/2005 09:47  
Login ID: LEJ  
Disposition: All

From Date: 10/02/2005 00:00  
Thru Date: 10/02/2005 23:59  
Agency Type: Police, Fire, EMS

CFS #:22828 to 22828

|                   |                     |                    |                               |
|-------------------|---------------------|--------------------|-------------------------------|
| 10/02/05 16:56:28 | Chittenden, Adam    | Unit Status Action | Unit A746 Enroute to Hospital |
| 10/02/05 16:57:01 | Chittenden, Adam    | Unit Status Action | Unit A757 At Scene            |
| 10/02/05 16:59:18 | Chittenden, Adam    | Unit Status Action | Unit A745 Arrived at Hospital |
| 10/02/05 16:59:44 | Chittenden, Adam    | Unit Status Action | Unit A735 Arrived at Hospital |
| 10/02/05 17:03:50 | Rambone, Maureen A  | Unit Status Action | Unit 624 At Scene             |
| 10/02/05 17:04:00 | Rambone, Maureen A  | Unit Status Action | Unit 536 At Scene             |
| 10/02/05 17:05:29 | Chittenden, Adam    | Unit Status Action | Unit A747 Arrived at Hospital |
| 10/02/05 17:06:14 | Chittenden, Adam    | Unit Status Action | Unit A741 Return to Station   |
| 10/02/05 17:11:09 | Chittenden, Adam    | Unit Status Action | Unit A746 Arrived at Hospital |
| 10/02/05 17:11:32 | Chittenden, Adam    | Unit Status Action | Unit A752 Enroute to Hospital |
| 10/02/05 17:14:00 | Chittenden, Adam    | Unit Timer Expired | Unit 536;At Scene             |
| 10/02/05 17:15:42 | Chittenden, Adam    | Unit Status Action | Unit A701 cleared from call   |
| 10/02/05 17:16:03 | Chittenden, Adam    | Unit Timer Expired | Unit 529;At Scene             |
| 10/02/05 17:16:05 | Chittenden, Adam    | Unit Timer Expired | Unit 533;At Scene             |
| 10/02/05 17:16:06 | Chittenden, Adam    | Unit Timer Expired | Unit 535;At Scene             |
| 10/02/05 17:16:08 | Chittenden, Adam    | Unit Timer Expired | Unit 538;At Scene             |
| 10/02/05 17:16:10 | Chittenden, Adam    | Unit Timer Expired | Unit 548;At Scene             |
| 10/02/05 17:16:13 | Chittenden, Adam    | Unit Timer Expired | Unit 571;At Scene             |
| 10/02/05 17:16:13 | Chittenden, Adam    | Unit Timer Expired | Unit 561;At Scene             |
| 10/02/05 17:20:26 | Rainville, David A. | Unit Status Action | Unit A747 Return to Station   |
| 10/02/05 17:21:26 | Chittenden, Adam    | Unit Status Action | Unit A735 Return to Station   |
| 10/02/05 17:21:30 | Davies, Blair S.    | Unit Status Action | Unit A720 At Scene            |
| 10/02/05 17:23:32 | Davies, Blair S.    | Unit Status Action | Unit A720 cleared from call   |
| 10/02/05 17:26:44 | Chittenden, Adam    | Unit Status Action | Unit A752 Arrived at Hospital |
| 10/02/05 17:28:10 | Chittenden, Adam    | Unit Status Action | Unit A736 cleared from call   |
| 10/02/05 17:28:33 | Chittenden, Adam    | Unit Status Action | Unit A726 Return to Station   |
| 10/02/05 17:29:08 | Davies, Blair S.    | Unit Status Action | Unit 516 Enroute              |
| 10/02/05 17:35:09 | Rainville, David A. | Unit Status Action | Unit A745 Return to Station   |
| 10/02/05 17:45:18 | Rainville, David A. | Unit Status Action | Unit A741 cleared from call   |
| 10/02/05 17:49:38 | Chittenden, Adam    | Unit Status Action | Unit A726 cleared from call   |
| 10/02/05 17:52:37 | Davies, Blair S.    | Unit Status Action | Unit R136 cleared from call   |
| 10/02/05 17:58:44 | Chittenden, Adam    | Unit Status Action | Unit A757 Return to Station   |
| 10/02/05 17:59:06 | Chittenden, Adam    | Unit Timer Expired | Unit 533;At Scene             |
| 10/02/05 17:59:09 | Chittenden, Adam    | Unit Timer Expired | Unit 535;At Scene             |
| 10/02/05 17:59:11 | Chittenden, Adam    | Unit Timer Expired | Unit 571;At Scene             |
| 10/02/05 17:59:12 | Chittenden, Adam    | Unit Timer Expired | Unit 529;At Scene             |
| 10/02/05 17:59:14 | Chittenden, Adam    | Unit Timer Expired | Unit 538;At Scene             |
| 10/02/05 17:59:17 | Chittenden, Adam    | Unit Timer Expired | Unit 561;At Scene             |
| 10/02/05 18:06:49 | Chittenden, Adam    | Unit Status Action | Unit 548;At Scene             |
| 10/02/05 18:07:57 | Chittenden, Adam    | Unit Status Action | Unit A756 cleared from call   |
| 10/02/05 18:13:01 | Chittenden, Adam    | Unit Status Action | Unit A745 cleared from call   |
| 10/02/05 18:20:28 | Davies, Blair S.    | Unit Status Action | Unit A746 Return to Station   |
| 10/02/05 18:24:53 | Chittenden, Adam    | Unit Status Action | Unit A752 Return to Station   |
| 10/02/05 18:37:44 | Rambone, Maureen A  | Unit Status Action | Unit A735 cleared from call   |
|                   |                     |                    | Unit 519 Enroute              |



# Radio Log Listing



Print Date/Time: 10/12/2005 09:47

Login ID: LEJ

Disposition: All

From Date: 10/02/2005 00:00

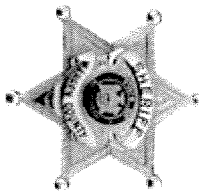
Thru Date: 10/02/2005 23:59

Agency Type: Police, Fire, EMS

CFS #:22828 to 22828

|                   |                     |                    |  |
|-------------------|---------------------|--------------------|--|
| 10/02/05 18:48:33 | Rambone, Maureen A  | Unit Status Action | Unit A752 cleared from call              |
| 10/02/05 18:49:05 | Rainville, David A. | Unit Status Action | Unit A757 cleared from call              |
| 10/02/05 18:50:15 | Chittenden, Adam    | Unit Status Action | Unit A746 cleared from call              |
| 10/02/05 18:55:41 | Chittenden, Adam    | Unit Status Action | Unit A747 cleared from call              |
| 10/02/05 18:57:40 | Chittenden, Adam    | Unit Status Action | Unit E315 cleared from call              |
| 10/02/05 19:04:49 | Rambone, Maureen A  | Unit Status Action | Unit R196 Return to Station              |
| 10/02/05 19:48:05 | Chittenden, Adam    | Unit Status Action | Unit R196 cleared from call              |
| 10/02/05 19:54:12 | Rambone, Maureen A  | Unit Status Action | Unit NQFD At Scene                       |
| 10/02/05 19:54:26 | Rambone, Maureen A  | Unit Status Action | Unit NQFD cleared from call              |
| 10/02/05 20:27:32 | Rambone, Maureen A  | Unit Status Action | Unit 519 cleared from call               |
| 10/02/05 20:29:09 | Rambone, Maureen A  | Unit Status Action | Unit 571 cleared from call               |
| 10/02/05 20:30:50 | Rambone, Maureen A  | Unit Status Action | Unit 538 cleared from call               |
| 10/02/05 20:30:55 | Chittenden, Adam    | Unit Status Action | Unit E323 cleared from call              |
| 10/02/05 20:31:03 | Rambone, Maureen A  | Unit Status Action | Unit 516 cleared from call               |
| 10/02/05 20:32:50 | Rambone, Maureen A  | Unit Status Action | Unit 548 cleared from call               |
| 10/02/05 20:40:53 | Rainville, David A. | Unit Status Action | Unit 533 cleared from call               |
| 10/02/05 21:06:07 | Chittenden, Adam    | Unit Status Action | Unit A730 cleared from call              |
| 10/02/05 21:06:28 | Chittenden, Adam    | Unit Status Action | Unit A711 cleared from call              |
| 10/02/05 21:06:30 | Chittenden, Adam    | Unit Status Action | Unit A710 cleared from call              |
| 10/02/05 21:07:31 | Chittenden, Adam    | Unit Status Action | Unit A703 cleared from call              |
| 10/02/05 21:07:49 | Chittenden, Adam    | Unit Status Action | Unit FC1 cleared from call               |
| 10/02/05 21:12:05 | Fidd, Anthony M.    | Unit Status Action | Unit 535 Out of Service - Administrative |
| 10/02/05 21:16:41 | Rainville, David A. | Unit Status Action | ent geogan motel                         |
| 10/02/05 21:17:40 | Chittenden, Adam    | Unit Status Action | Unit 536 cleared from call               |
| 10/02/05 21:21:39 | Rainville, David A. | Unit Status Action | Unit 627 cleared from call               |
| 10/02/05 21:21:41 | Rainville, David A. | Unit Status Action | Unit 623 cleared from call               |
| 10/02/05 21:22:29 | Rainville, David A. | Unit Status Action | Unit R131 cleared from call              |
| 10/02/05 21:45:07 | Rambone, Maureen A  | Unit Status Action | Unit 512 cleared from call               |
| 10/02/05 21:54:50 | Rambone, Maureen A  | Unit Status Action | Unit 515 cleared from call               |
| 10/02/05 22:10:02 | Rambone, Maureen A  | Unit Status Action | Unit 578 cleared from call               |
| 10/02/05 22:41:06 | Rambone, Maureen A  | Unit Status Action | Unit 585 cleared from call               |
| 10/02/05 23:00:36 | LaGoy, Robert S.    | Unit Status Action | Unit 513 cleared from call               |
| 10/02/05 23:00:51 | LaGoy, Robert S.    | Unit Status Action | Unit 529 cleared from call               |
| 10/02/05 23:01:17 | LaGoy, Robert S.    | Unit Status Action | Unit 561 cleared from call               |
| 10/02/05 23:01:28 | LaGoy, Robert S.    | Unit Status Action | Unit 583 cleared from call               |
| 10/02/05 23:01:32 | LaGoy, Robert S.    | Unit Status Action | Unit 584 cleared from call               |
| 10/02/05 23:01:42 | LaGoy, Robert S.    | Unit Status Action | Unit 624 cleared from call               |
| 10/02/05 23:01:44 | LaGoy, Robert S.    | Unit Status Action | Unit 626 cleared from call               |
| 10/02/05 23:01:49 | LaGoy, Robert S.    | Unit Status Action | Unit 662 cleared from call               |
| 10/02/05 23:19:43 | LaGoy, Robert S.    | Unit Status Action | Unit 535 cleared from call               |
| 10/02/05 23:19:45 | LaGoy, Robert S.    | Call Cleared       |  |

| Time:             | Narrative:                   | Plate: | State: | Disposition: | Count: |
|-------------------|------------------------------|--------|--------|--------------|--------|
| 10/02/05 15:18:32 | Moreau 881 on standby WGFEMS |        |        |              |        |



# Radio Log Listing



Print Date/Time: 10/12/2005 09:47  
Login ID: LEJ  
Disposition: All

From Date: 10/02/2005 00:00  
Thru Date: 10/02/2005 23:59  
Agency Type: Police, Fire, EMS

CFS #:22828 to 22828

10/02/05 15:19:07 Fire command reports 7 confirmed full arrests  
10/02/05 15:21:56 moreau 881 enr to scene  
10/02/05 15:25:39 Command req Bay Ridge Fire to Green Harbor Beach for LZ  
10/02/05 15:25:49 Fireboat 1 on scene  
10/02/05 15:25:57 MR38 enroute  
10/02/05 16:16:59 Command req SGF dive team for relief-Sara Co notified  
10/02/05 16:20:22 per Gary Scidmore notify coroners for assistance  
10/02/05 16:20:34 Tim Murphy enroute for coroner  
10/02/05 16:30:34 Bill Orluk enroute for coroner

## Officer:

Howard David W.  
Geister Charles B.  
Dunn Gregory D.  
Evans Matthew P.  
Lail Russell E.  
Stockdale Steven T.  
Lanouree C. Shawn  
Lanouree C. Shawn  
Leone Peter A.  
David Douglas P.  
Maday John S.  
McKinney Stephen J.  
Corsones Lee G.  
Tremblay Matthew J.  
Comeau Terry M.  
Aldrich Maurice W.  
Smith Robert A.  
Jeffords Terri L.  
Hill Daniel J.  
Cleveland Larry J.



## Warren County Sheriff's Office Unit Numbers

### 500 SERIES

#### 501 to 509

501  
502  
503  
504  
505  
506  
507  
508  
509

#### 511 to 519

511 Sheriff  
512 Undersheriff  
513 Lieutenant Smith  
514 Major Shine  
515 Lieutenant Lamouree  
516 Patrol Sergeants  
517 Patrol Sergeants  
518 Patrol Sergeants  
519 Patrol Sergeants

#### 521 to 529

521 Patrol - Hdqtrs  
522 Patrol - Hdqtrs  
523 Patrol - Hdqtrs  
524 Patrol - Hdqtrs  
525 Patrol - Hdqtrs  
526 Patrol - Hdqtrs  
527 Patrol - Hdqtrs  
528 Patrol - Hdqtrs  
529 Patrol - Hdqtrs

#### 531 to 539

531 Patrol - Hdqtrs  
532 Patrol - Hdqtrs  
533 Patrol - Hdqtrs  
534 Patrol - Hdqtrs  
535 Patrol - Hdqtrs  
536 Patrol - Hdqtrs  
537 Patrol - Hdqtrs  
538 Patrol - Hdqtrs  
539 Patrol - Hdqtrs

#### 541 to 549

541 Patrol - Hdqtrs  
542 Patrol - Hdqtrs  
543 Patrol - Hdqtrs  
544 Patrol - Hdqtrs  
545 Patrol - Hdqtrs  
546 Patrol - Hdqtrs  
547 Patrol - Hdqtrs  
548 Patrol - Hdqtrs  
549 Patrol - Hdqtrs

#### 551 to 559

551 Patrol - Hdqtrs  
552 Patrol - Hdqtrs  
553 Patrol - Hdqtrs  
554 Patrol - Hdqtrs  
555 Patrol - Hdqtrs  
556 Patrol - Hdqtrs  
557 Patrol - Hdqtrs  
558 Patrol - Hdqtrs  
559 Patrol - Hdqtrs

#### 561 to 569

561 Patrol - Chester  
562 Patrol - Chester  
563 Patrol - Chester  
564 Patrol - Chester  
565  
566  
567  
568  
569

#### 571 to 579

571 Patrol - Spare  
572 Patrol - Spare  
573 Patrol - Spare  
574 Patrol - Spare Chester  
575  
576 Unmarked Traffic Unit  
577  
578 Patrol Transport  
579 Patrol Transport

#### 581 to 589

581 17' Whaler  
582 17' Whaler  
583 26' Whaler  
584 26' Whaler  
585  
586 23' Robalo  
587  
588 10' Grumman Canoe  
589 12' Grumman Rowboat

#### 591 to 599

591 4WD Ford Expedition  
592 Marine Unit PU  
593 Marine Unit PU  
594 Scuba Van  
595  
596 Snowmobile #1  
597 Snowmobile #2  
598 ATV #1  
599 ATV #2

## **600 SERIES**

### 601 to 609 (Bicycle Patrol Unit)

|                     |     |
|---------------------|-----|
| 601 Bike -          | 611 |
| 602 Bike - Riley    | 612 |
| 603 Bike -          | 613 |
| 604 Bike - McNeill  | 614 |
| 605 Bike -          | 615 |
| 606 Bike - Glenn    | 616 |
| 607 Bike - Campbell | 617 |
| 608 Bike - Aldrich  | 618 |
| 609 Bike -          | 619 |

### 611 to 619

### 621 to 629

|                       |
|-----------------------|
| 621 Invest - LaFarr   |
| 622 Invest -          |
| 623 Invest -          |
| 624 Invest - Tremblay |
| 625 Invest - French   |
| 626 Invest - David    |
| 627 Invest - Lail     |
| 628 Invest -          |
| 629 Invest - Van      |

### 631 to 639

|                    |
|--------------------|
| 631 Civil Office   |
| 632 Civil Office   |
| 633 Civil Office   |
| 634                |
| 635                |
| 636 Larry Jeffords |
| 637                |
| 638                |
| 639 DA's Office    |

### 641 to 649

|                          |
|--------------------------|
| 641 CD Transport Car     |
| 642 CD Transport Car     |
| 643 CD Transport Car     |
| 644 CD Transport Car     |
| 645 CD Transport - Van 7 |
| 646 CD Transport - Van 9 |
| 647                      |
| 648                      |
| 649                      |

### 651 to 659

|                      |
|----------------------|
| 651 LE School        |
| 652 LE School        |
| 653 LE School        |
| 654 LE School        |
| 655                  |
| 656 WCSO Maintenance |
| 657 WCSO Maintenance |
| 658 WCSO Maintenance |
| 659 WCSO Maintenance |

### 661 to 669

|                        |
|------------------------|
| 661 LG Park Commission |
| 662 LG Park Commission |
| 663 LG Park Commission |
| 664 LG Park Commission |
| 665 LG Park Commission |
| 666 LG Park Commission |
| 667 LG Park Commission |
| 668 LG Park Commission |
| 669 LG Park Commission |

### 671 to 679

|                        |
|------------------------|
| 671 LG Park Commission |
| 672 LG Park Commission |
| 673 LG Park Commission |
| 674 LG Park Commission |
| 675 LG Park Commission |
| 676                    |
| 677                    |
| 678                    |
| 679                    |

### 681 to 689

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|-----|
| 681 |
| 682 |
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| 684 |
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| 687 |
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| 689 |

### 691 to 699

|                    |
|--------------------|
| 691 Bolton PD      |
| 692 Bolton PD      |
| 693 Bolton PD      |
| 694                |
| 695                |
| 696                |
| 697                |
| 698 Warrensburg PD |
| 699 Warrensburg PD |

## **REGULATION 100: DEATH INVESTIGATIONS**

The investigation of all death incidents falls within the duties and obligations of both Patrol Services and Investigative Services. To ensure the most effective utilization of resources and trained personnel, the following guidelines are provided to define the duties of each group. Each group is assigned specific duties required for a complete and thorough investigation, but these assignments are not absolute. The need may arise for the duties of one group to be performed by the other as directed by a Patrol Commander or higher.

### **GENERAL INFORMATION**

1. In all death cases other than natural deaths with an attending physician, including but not limited to suicides, accidental, industrial, recreational, and motorized vehicle deaths, an investigator shall be called to the scene.
2. When handling a death investigation, requests for the following services are to be handled by telephone, and not broadcast over a public service radio:
  - A. Coroners
  - B. Funeral Services
3. All notifications in this regulation are assumed to be immediate notifications unless directed otherwise by competent authority.

### **PATROL OFFICERS DUTIES**

1. Secure the scene and ensure scene safety.
2. Conduct a preliminary investigation of the scene and preserve any evidence.
3. Make immediate notification to the shift commander.
4. Record observations and pertinent details for preparation of an IR.
5. Ensure any required reports are filed.

### **PATROL SUPERVISORS DUTIES**

1. Respond to all death incidents to direct and supervise patrol officers on the scene.
2. Make immediate Administrative notification on all death cases, natural or otherwise, as provided in this manual.
3. If it is determined the death is attended:
  - A. Verify the physician will sign the death certificate for the deceased.
  - B. Ensure proper death notification is made as provided in this manual.
4. If it is determined the death is unattended:
  - A. Activate the callout procedures for Investigative Services.
  - B. Provide for the notification of a coroner.
  - C. Ensure proper death notification is made as provided in this manual.

### **DISORDERLY CONDUCT COMPLAINTS**

Dispatch one patrol to disorderly conduct complaint, if a physical fight or weapons are involved dispatch two patrols.

#### **ADDITIONAL COMPLAINT INFORMATION NEEDED**

1. Suspects actions/description.
2. Number of suspects involved.
3. Weapons involved.

### **DOMESTIC COMPLAINTS**

1. Communications shall dispatch two patrols to all domestic dispute calls.
2. It is the responsibility of each Communications Operator to advise assigned units when there is a known violent situation or other aggravating factor requiring an accelerated response.

### **DROWNING/BOATING ACCIDENTS (other than swimming pools)**

1. Dispatch appropriate fire and EMS units.
2. Dispatch Lake George Fire Department Scuba Rescue.
3. Dispatch Horicon Fire Department Scuba Rescue.
4. Dispatch one patrol.
5. Notify the Shift Commander.

### **GENERAL INFORMATION**

1. How many people are in the water?
2. What is the last known location of any person in the water.
3. Advise caller to note landmarks to help determine water locations later.
4. Determine best location for boat access.
5. Have someone keep visual contact with persons in water, or last known location of persons in the water.

### **DRUNKEN/RECKLESS DRIVER**

Dispatch one patrol to the area.

#### **ADDITIONAL COMPLAINT INFORMATION NEEDED**

Vehicle action, description and direction of travel.

### **EMERGENCY MESSAGE NOTIFICATION**

1. If no other means are available to the complainant, and the nature of the message is an emergency, dispatch a patrol to deliver the message.
2. Advise the complainant, if direct communication is not made a note to call should be left at the residence.
3. We will not return a call to the complainant unless there is a problem.